

EMERGENCY PROCEDURES

1980 Cessna U206G N50MB

Engine Failure During Takeoff Roll

1. Throttle Idle.
2. Brakes Apply.
3. Wing Flaps..... Retract.
4. Mixture Idle Cut Off.
5. Ignition Switch..... Off.
6. Master Switch Off.

Engine Failure Immediately After Takeoff

1. Airspeed 80 KIAS.
2. Mixture..... Idle Cut Off.
3. Fuel Selector Valve Off.
4. Ignition Switch Off.
5. Wing Flaps As Required (40° Recommended).
6. Master Switch Off.

Engine Failure During Flight (Restart)

1. Airspeed 75 KIAS.
2. Auxiliary Fuel Pump On.
3. Fuel Selector Valve..... Opposite Tank (if it contains fuel).
4. Throttle Half Open.
5. Auxiliary Fuel Pump Off.

Note

If the fuel flow indication immediately drops to zero, signifying an engine-driven fuel pump failure, return the auxiliary fuel pump switch to On.

6. Mixture.....Lean from full rich until restart occurs.

Note

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn ignition switch to Start, advance throttle slowly from idle, and (at higher altitudes) lean the mixture from full rich.

7. Mixture Adjust as required as power is restored.
8. Throttle Adjust power as required.
9. Fuel Selector Valve ..As Desired after fuel flow is stabilized.

Forced Landing Without Engine Power

1. Airspeed 80 KIAS (Flaps Up).
70 KIAS (Flaps Down).
2. Mixture Idle Cut-Off.
3. Fuel Selector Valve Off.
4. Ignition Switch Off.
5. Wing Flaps As Required (40° Recommended).
6. Master Switch Off.
7. Doors Unlatch prior to Touchdown.
8. Touchdown Slightly Tail Low.
9. Brakes Apply Heavily.

Precautionary Landing With Engine Power

1. Airspeed 80 KIAS.
2. Wing Flaps 20°.
3. Select Field Fly Over, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
4. Electrical Switches Off.

5. Wing Flaps 40° on Final Approach.
6. Airspeed 70 KIAS.
7. Avionics & Master Switches. Off.
8. Doors Unlatched Prior To Touchdown.
9. Touchdown Slightly Tail Low.
10. Ignition Switch Off.
11. Brakes Apply Heavily.

Engine Fire During Start

1. Ignition Switch Continue Cranking.
2. Auxiliary Fuel Pump Off.

If Engine Starts:

3. Power 1700 RPM for a few minutes.

4. Engine... Shutdown and Inspect.

If Engine Fails to Start:

3. Ignition Switch Start, continue cranking.
4. Throttle Full Open.
5. Mixture..... Idle Cut Off.
6. Fire Extinguisher..... Obtain.
7. Engine Secure.
 - Master/Ignition/Fuel Off.
8. Fire Extinguish.

Note

If sufficient ground personnel are available (and fire is on ground and not too dangerous) Move airplane away from the fire by pushing rearward on the leading edge of the horizontal tail.

9. Fire Damage..... Inspect.

Engine Fire in Flight

1. Mixture Idle Cut Off.
2. Fuel Selector Valve Off.
3. Master Switch Off.

4. Cabin Heat & Air Off. (Except Overhead Vents)
5. Airspeed 105 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture).
6. Forced Landing w/o Engine Power Execute.

Electrical Fire in Flight

1. Master Switch Off.
2. Avionics Power Switch Off .
3. All Other Switches (Except Ignition) Off.
4. Vents/Cabin Air/Heat ... Closed.
5. Fire Extinguisher Activate.

Warning

If an oxygen system is available, occupants should use oxygen masks until smoke and dry power clears. After discharging an extinguisher within a closed cabin, ventilate the cabin.

If fire appears out and electrical power is necessary for continuance of flight:

6. Master Switch On.
7. Circuit Breakers Check for Faulty circuit (Do Not Reset).
8. Radio Switches Off.
9. Avionics Power Switch On.
10. Radio/Electrical Switches..On one at a time with delay after each until short is localized.
11. Vents/Cabin Air/Heat..... Open when it is ascertained that fire is completely extinguished.

Cabin Fire

1. Master Switch Off (Leave Ignition On).
2. Vents/Cabin Air/Heat ... Closed.
3. Fire Extinguisher..... Activate.

Warning

If an oxygen system is available, occupants should use oxygen masks until smoke and dry power clears. After discharging an extinguisher within a closed cabin, ventilate the cabin.

4. Land...As soon as possible and inspect damage.

Wing Fire

1. Pitot Heat..... Off.
2. Navigation Lights Off.
3. Strobe Lights Off.
4. Landing/Taxi Lights..... Off.

Note

Sideslip to keep flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.

Icing

1. Pitot Heat..... On.
2. Turn back or change altitude to obtain an outside air temp that is less conducive to icing.
3. Pull cabin heat control to full out and rotate defroster control clockwise to obtain maximum windshield defroster effectiveness.

4. Increase Engine Speed to minimize ice build-up on propeller blades. If excessive vibration is noted, momentarily reduce engine speed to 2200 RPM with the propeller control, and then rapidly move the control full forward.

Note

Cycling the RPM flexes the propeller blades and high RPM increases centrifugal force, causing ice to shed more readily.

5. Watch for signs of induction air filter ice and regain manifold pressure by increasing the throttle setting.

Note

If ice accumulates on the intake filter (causing the alternate air door to open), a decrease of 1 to 2 inches of full throttle manifold pressure will be experienced.

6. If icing conditions are unavoidable, plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
7. With ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher power requirements, approach speed, stall speed, and landing roll.
8. Open the window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.

9. Use a 10° to 20° landing flap setting for ice accumulations of 1 inch or less. With heavier ice accumulations, approach with flaps retracted to ensure adequate elevator effectiveness in the approach and landing.
10. Approach at 90-100 KIAS with 20° flaps and 105-115 KIAS with 0°-10° flaps, depending upon the amount of ice accumulation. If ice accumulation is unusually large, decelerate to the planned approach speed while in the approach configuration at a high enough altitude which would permit recovery in the event that a buffet is encountered.
11. Land on the main wheels first, avoiding the slow and high type of flare-out.
12. Missed approaches should be avoided whenever possible because of severely reduced climb capability. However, if a go-around is mandatory, make that decision much earlier in the approach than normal. Apply maximum power and maintain 95 KIAS while retracting the flaps slowly in 10° increments scrape ice from a portion of the windshield for visibility in landing approach.

Ditching

1. Radio Transmit Mayday on 121.5 giving location and intentions and squawk 7700.
2. Heavy Objects..... Secure or Jettison.
3. Wing Flaps..... 40°

4. Power Est. a 300 FPM descent at 65 KIAS.
5. Approach
High winds, heavy seas Into the Wind.
Light winds, heavy swells..... Parallel to swells.
6. Cabin Doors..... Unlatch.
7. Touchdown Level attitude at 300 Ft/Min descent.
8. Face Cushion at touchdown with folded coat.
9. Airplane Evacuate through Cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
10. Life vests and raft..... Inflate.

**For all other
Emergency/Abnormal
Procedures.
See the POH Section 3.**

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.

I certify this checklist has been reviewed for accuracy.

Wing Director of Maintenance Dated